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FOR THE HOME, FARM,
SCHOOL, FACTORY AND
FIRESIDE.**

RALEIGH, N. C.

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TUESDAY, April 22, 1913.

Weekly Tonic

(E. P. Whipple.)
NATURE does not capriciously
scatter her secrets as golden
gifts to lazy pets and luxuriant
darnings, but imposes tasks when she
presents opportunities, and uplifts him
whom she would inform.

UNCLE WALT

J. Ham will be going with whiskers
a-flowing to stand in the Senate, ob-
served of all eyes; his speeches will
thunder the fretted dome.
J. HAM under, the logic of one who
LEWIS is gifted and wise. But
none will be noting the sages
he's quoting, the facts he advances,
the theories he'll spin; for all will be
gazing upon that amazing assortment
of spinach that hangs from his chin.
His whiskers are flossy and gleaming
and glossy, like tropical verdure, luxu-
riant, rank; they're strangers to shav-
ing, they're red as the nose of a tee-
total crank. He's fine at debating,
he's good at orating—his talents are
wasted, though slicker than grease;
no odds what he'll utter, the Senate
will mutter: "The man with the whis-
kers is speaking a piece!" In mas-
terly fashion, all throbbing with pas-
sion, he'll argue some question im-
portant and deep; congressional king-
lets will look at his ringlets and yearn
for a barber and then go to sleep.
He'll deal in the splendor of pathos
so tender 'twould melt a stone image,
or e'en a suffragette; the Senate,
awaking, will see his beard shaking,
and mutter: "Old Whiskers is whis-
kering yet!" And thus a man gifted,
whose soul is uplifted with hopes that
he'll see a new era begin, is doomed
to be laughed at and jollied and chaff-
ed at, because of the likes afflicting
his chin.

Walt Mason
The Poet Philosopher.

The people of North Carolina have
been oppressed by the freight rate dis-
criminations of the railroads doing
business in this State. The conduct of
those railroads, after promising to do
justice to this State, in delaying and
quibbling over matters, is an added
source of irritation. The railroads
will show wisdom by coming quickly
to terms.

As planting season is on the farmer
should remember the oft repeated
advice, that he diversify. The putting
of all the eggs in one basket—depend-
ing on crop—is a mistake. The thing
to do is to diversify.

THE STATE'S ULTIMATUM TO THE RAILROADS.

It has been difficult to credit the inter-State carriers serving North Carolina territory with good faith in the proposition which they submitted at the rate conference on Saturday, and which was promptly rejected by the representatives of the State. But whatever may have been their purpose in submitting that proposition for an infinitesimal reduction of a rate structure that they have admitted should be reduced, they have probably begun to realize by this time that they will have a hopeless task on their hands if they should undertake to justify a rejection or a material modification of the counter proposition submitted to them.

The more the situation is analyzed the more clearly it appears that in the definite proposition submitted to them the representatives of the State were moved with the spirit of conservatism, and that in submitting an ultimatum behind which they could place every resource at the command of the State they chose to be generous to the carriers. For the purposes of an amicable adjustment it is not for the time being insisted that the carriers give this State the same rates that are given to the Virginia cities, but they are meeting the carriers squarely on their own ground—taking their own basic proposition submitted at the former conference, to-wit: That through rates to North Carolina points be constructed on basis of reasonable proportional rates from the Virginia cities into North Carolina, and submitting as the basis for such proportional rates the scale of rate used by the Southern Railway as their scale of local rates on their line from Danville to Washington. If the present rates are admitted to be too high—if proportional rates are to be used—what answer can be made to the proposition to take as the basis for such rates the scale of rates used as local rates on the line of the principal carriers right down to the North Carolina line?

It is almost the universal practice in American railroading to construct through rates on a lower basis than local rates. That practice is claimed as the chief virtue of the American system of rate-making. It permits the wide distribution of products. The carriers serving North Carolina have already agreed that this principle should be recognized in our rate adjustment, and the proposition came from them to adopt this principle. Having committed themselves to this basis they are hopelessly without answer when the State not only waives its claim for rates equal to the Virginia rates but proposes the scale of rates used as local rates on their Virginia lines as the basis for constructing through rates into this State.

It is true that this will amount to a substantial reduction in our present rates—a reduction of about 30 per cent of that part of our through rates from the Virginia cities in. But it is well known that our present rates are unreasonably and intolerably high.

It will amount to a substantial reduction in the net earnings of the carriers, but only so because they have been collecting unjust tribute from North Carolina shippers, and the basis proposed will still leave them a more liberal earning basis from their North Carolina business than from any State in which either of these carriers operate.

From reports to the Corporation Commission it appears that the four leading systems operating in North Carolina had net earnings on their North Carolina business for the year 1912 of \$12,434,349. After making liberal allowance for loss of revenue by reason of the proposed reduction and without taking into consideration either the natural increase in volume of business or increase that will be stimulated by reason of reduced rates, it will still leave them net revenue of more than ten millions of dollars on their North Carolina business. This amount is equal to ten per cent in come on the assessed value of their North Carolina lines, and nearly eight per cent on the cost of their roads as shown by their reports to the Corporation Commission.

What answer can be made to these facts that will satisfy the sense of outraged justice that has made the people of the State to cry out with one voice for relief?

The more this situation is considered the more apparent it becomes that the representatives of the State have acted with marked conservatism in the final demands they have made.

North Carolina has been furnishing the cream of the revenue of each of these inter-State carriers for years. It is willing to continue to treat them liberally, but it must now be recognized that an adjustment must be made.

The State has leaned far to the conservative in submitting its ultimatum.

Gentlemen of the North Carolina railway lines, the State awaits your answer.

CAROLINA'S FINE RECORD.

The triangular simultaneous debate between representatives of the Universities of North Carolina, Virginia and Johns Hopkins on Saturday night was so arranged that neither debating team appeared at home. Virginia and Johns Hopkins were at Chapel Hill, Carolina and Johns Hopkins were at Charlottesville and Virginia and Carolina were at Baltimore. The University of North Carolina and all North

Carolinians have just cause for elation over the double barrel victory, having won at Baltimore as well as at Charlottesville.

The subject was, "Resolved, That without regard to the obligations of the Hay-Pauncefote treaty, the tolls of the Panama Canal should be the same for the merchant vessels of all nations."

At Charlottesville the Tar Heel team argued for the affirmative and at

Baltimore for the negative. Carolina won "a coin" and a "go in" and showed ability to prove that white is black. And that it may be seen which of the two Carolina teams is the stronger let them come to Raleigh and have a "try-out." They will be given a great audience.

The Bladen Journal recognizes that the farmer has splendid prospects and that opportunity increases for him. It says: "We anticipate going into the merchandise business about 10 years from now and hope to be able to borrow some money from almost any farmer in the county. That is where merchants and others in many sections go to get money—to the farmer."

The State Commission to prepare amendments to the Constitution can do a great work for North Carolina if it present an amendment which will satisfactorily solve the tax question. That is one of the greatest questions for North Carolina to meet at this time.

DAVIDSON SHOULD GO FORWARD

Davidson county will today pass upon the matter of bond issue for the making of good roads in that county. If its voters do what is the best thing for that county they will vote the bond issues. The bond issue will cost less as the years go by than the tax which bad roads impose.

The reports from Davidson county are that the people of the towns favor the bond issue but that it is opposed very largely by the farmers. In this the farmers are making a grievous error, for good roads will prove of great service and value to them in particular.

Davidson county is today being watched by the State as to its action. It is a county which deserves the best advantages, and among these advantages are good roads. With good roads in the surrounding counties Davidson is being placed at a disadvantage for which it must pay. The argument is all on the side of good roads, and the voters of Davidson will be wise in providing the means by which that county can boast of good roads among its many other advantages.

If Raleigh wants to get the best results from the Commission Form of Government it will select only men who have the capacity to handle successfully large business affairs as Commissioners.

The Democracy in the House is proceeding to make good the promises of the party to revise the tariff and cut down the high cost of living. The advice of the people to the Senate is to do likewise.

Don't wait to "swat the fly," but get busy and starve the pest. Clean up all the premises, get rid of the garbage and use screens to cover the food. These are health hints worth heeding.

The campaign of "swat the fly" is now on in earnest. And it has been suggested that it would be a wise thing to do to "swat the man" who allows breeding places for flies to exist on his premises.

**ARBUCKLE, OF DAVIDSON,
GRAND CHANCELLOR**

Lexington, Ky., April 18.—The Pi Kappa Alpha fraternity closed its fourth biennial convention here today by selecting San Francisco as its next place of meeting, in 1915, and electing the following officers: H. R. Arbuckle, Davidson, N. C., grand chancellor; J. Pike Powers, Knoxville, Tenn., vice-grand chancellor; Dean R. K. Massie, Lexington, Ky., grand chaplain; F. C. Elliott, Lexington, Ky., grand secretary, and J. G. Hughes, Union, S. C.; R. A. Smythe, Atlanta, Ga.; P. T. Atkinson, Hampton-Sidney, Va., and J. G. Sales, Welch, W. Va., members of the supreme council. A charter was granted to Rutgers College of New York.

MR. WILHELM RETURNS.

Spencer, N. C., April 18.—H. E. Wilhelm, of Spencer, took a special treatment under Dr. F. P. Friedmann for tuberculosis at Providence, R. I., Wednesday afternoon and returned to Spencer last night. He is much pleased with the treatment and believes, after learning more of the system through personal contact with the noted physician, that it is a genuine cure. It required only about five minutes to take the treatment, which consisted of a hyperdermic injection in the hip joint. He was advised by Dr. Friedmann to see him again in six weeks.